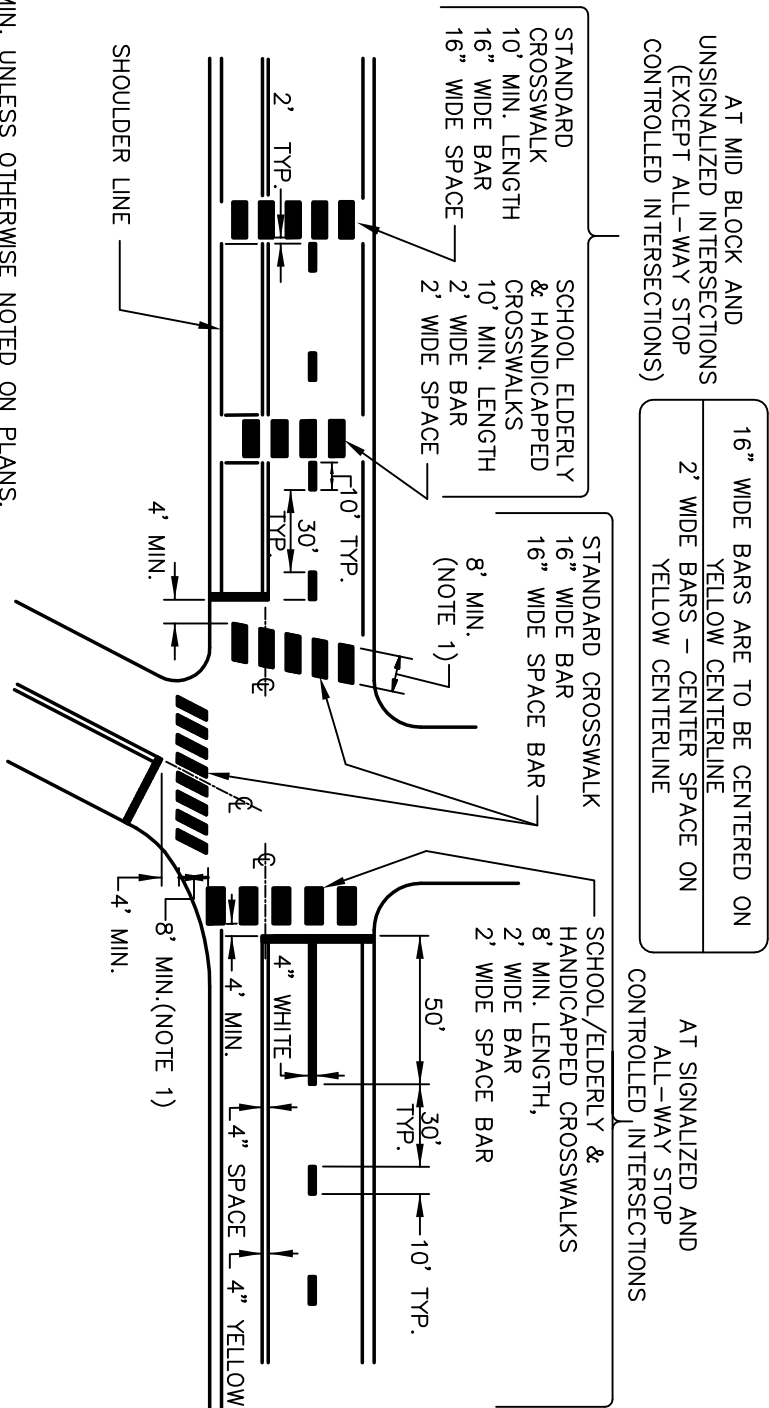


NOTES: (STOP BARS)

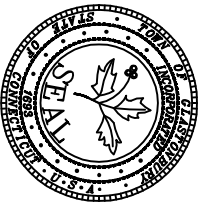
1. STOP BARS TO BE 12" MIN. UNLESS OTHERWISE NOTED ON PLANS.
2. STOP BARS TO BE MARKED A MINIMUM OF 4' IN ADVANCE OF NEAREST EDGE OF CROSSWALK.
3. IN ABSENCE OF MARKED CROSSWALK THE STOP BARS SHALL BE PLACED AT THE DESIRED STOPPING POINT. IN NO CASE MORE THEN 30' OR LESS THEN 5' FROM THE NEAREST EDGE OF THE INTERSECTING ROADWAY AND 90' TO THE CENTERLINE OR THE ROADWAY.
4. THE STOP BAR SHALL ORDINARILY BE PLACED IN LINE WITH THE STOP SIGN. HOWEVER, IF THE STOP SIGN CANNOT BE LOCATED EXACTLY WHERE VEHICLE ARE EXPECTED TO STOP, THE STOP BAR SHOULD BE PLACED AT THE STOPPING POINT.
5. STOP BARS AND CENTERLINE ARE TO BE MARKED ON SIDE STREETS WITHIN THE LIMITS OF CONSTRUCTION UNLESS, OTHERWISE INDICATED, OR AS DIRECTED BY THE ENGINEER.



NOTES: (CROSSWALKS)

1. AT LOCATIONS WHERE THE CROSSWALK IS SKEWED, BARS TO BE PARALLEL TO CL AND ENDS OF BARS TO BE PARALLEL. THE LENGTH OF THE BARS WILL VARY DEPENDING ON THE ANGLE OF SKEW.
2. SCRAMBLE WALKS TO BE MARKED WITH ONE 24" WIDE LINE ACROSS EACH APPROACH.
3. BARS SHALL NORMALLY BE NO LONGER THAN 2' FROM CURB LINE/EDGE OF ROAD.WHERE EXCESS SPACE MAY DEVELOP THIS DISTANCE MAY BE DECREASED TO 1'.
4. ONLY FULL LENGTH BARS ARE TO BE INSTALLED AT CORNERS.

SCALE : NONE
DRAWN BY: SR
CHECKED BY: SMB
APPROVED BY: DAP
LAST REVISED: 5/21/2008



TOWN OF GLASTONBURY
DEPARTMENT OF PHYSICAL SERVICES
ENGINEERING DIVISION

STOP BAR AND CROSSWALK
DETAIL